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NPS Form 10-900  
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OMB No. 1024-0018  
REFNUM 92001627

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

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1. Name of Property

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historic name: Cascade Locks Historic District\_\_\_\_\_

other name/site number: Ohio & Erie Canal Locks 10-18\_\_\_\_\_

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2. Location

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street & number: Bounded by Innerbelt Rt. 59, N. Howard Street, the western dimensions of the canal lands, West North Street, and the dimensions of Canal Lock 16, the area the defines Canal Locks and Wasteways 17 and 18, along with the prism between them, and the dimensions of the Lock 19 wasteway remnant.

not for publication: NA\_

city/town: Akron\_\_\_\_\_

vicinity: NA

state: OH county: Summit\_\_\_\_\_ code: 153 zip code: 44303

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3. Classification

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Ownership of Property: Public-local, Private

Category of Property: District

Number of Resources within Property:

Contributing	Noncontributing
9_____	5_____ buildings
4_____	_____ sites
24_____	11_____ structures
_____	_____ objects
37_____	16_____ Total

Number of contributing resources previously listed in the National Register: 2\_\_\_\_\_

Name of related multiple property listing: NA\_\_\_\_\_

Cascade Locks Historic District, Summit County, Ohio

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4. State/Federal Agency Certification  
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As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this  X  nomination \_\_\_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  X  meets \_\_\_\_\_ does not meet the National Register Criteria. \_\_\_\_\_ See continuation sheet.

Barbara Peters \_\_\_\_\_ 10-22-92  
Signature of certifying official Date

Ohio Historic Preservation Office

\_\_\_\_\_  
State or Federal agency and bureau

In my opinion, the property \_\_\_\_\_ meets \_\_\_\_\_ does not meet the National Register criteria. \_\_\_\_\_ See continuation sheet.

\_\_\_\_\_  
Signature of commenting or other official Date

\_\_\_\_\_  
State or Federal agency and bureau

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5. National Park Service Certification  
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I, hereby certify that this property is:

- \_\_\_\_\_ entered in the National Register \_\_\_\_\_  
\_\_\_\_\_ See continuation sheet.
- \_\_\_\_\_ determined eligible for the \_\_\_\_\_  
National Register \_\_\_\_\_  
\_\_\_\_\_ See continuation sheet.
- \_\_\_\_\_ determined not eligible for the \_\_\_\_\_  
National Register \_\_\_\_\_
- \_\_\_\_\_ removed from the National Register \_\_\_\_\_
- \_\_\_\_\_ other (explain): \_\_\_\_\_

\_\_\_\_\_  
Signature of Keeper Date  
of Action

Cascade Locks Historic District, Summit County, Ohio

6. Function or Use

Historic: Transportation\_\_\_\_\_ Sub: water-related\_\_\_\_\_

Industrial\_\_\_\_\_ manufacturing facility\_\_\_\_\_

Domestic\_\_\_\_\_ single dwelling\_\_\_\_\_

Current : Industrial\_\_\_\_\_ Sub: manufacturing facility\_\_\_\_\_

Vacant/Not In Use\_\_\_\_\_

7. Description

Architectural Classification:

Commercial Style\_\_\_\_\_

Greek Revival\_\_\_\_\_

No Style\_\_\_\_\_

Other Description: NA\_\_\_\_\_

Materials: foundation Stone\_\_\_\_\_ roof Asbestos\_\_\_\_

walls Brick\_\_\_\_\_ other Concrete\_\_\_\_

Wood\_\_\_\_\_

Describe present and historic physical appearance.  X  See continuation sheet.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:  Locally .

Applicable National Register Criteria: A & C

Criteria Considerations (Exceptions) :  N/A

Areas of Significance: Industry\_\_\_\_\_

Transportation\_\_\_\_\_

Architecture\_\_\_\_\_

Engineering\_\_\_\_\_

Period(s) of Significance: 1827 - 1930

Significant Dates : 1827 1892 1907

Significant Person(s): NA\_\_\_\_\_

Cultural Affiliation: NA\_\_\_\_\_

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Architect/Builder: Unknown  
\_\_\_\_\_  
\_\_\_\_\_

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.  
X See continuation sheet.

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9. Major Bibliographical References  
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X See continuation sheet.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested.
- X previously listed in the National Register (Valley Railway H. D.)
- x previously determined eligible by the National Register (Locks 10-15, Mustill House, & Mustill Store)
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

Primary Location of Additional Data:

- x State historic preservation office
- Other state agency
- X Federal agency
- Local government
- University
- Other -- Specify Repository: Cuyahoga Valley National Recreation Area

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10. Geographical Data  
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Acreage of Property: 25 acres

UTM References: Zone Easting Northing    Zone Easting Northing

A	17	456500	4548870	B	17	456695	4548800
C	17	456600	4548330	D	17	456420	4548310

x See continuation sheet.

Verbal Boundary Description: x See continuation sheet.

Boundary Justification: x See continuation sheet.

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11. Form Prepared By  
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Name/Title: Jeff Winstel, Historian, for the Cascade Locks Park Association\_\_

Organization: Cuyahoga Valley NRA/ NPS\_\_\_\_\_ Date: 7/92\_\_\_\_\_

Street & Number: 16510 Vaughn Road\_\_\_\_\_ Telephone: 216/ 526-5256\_\_\_\_\_

City or Town: Brecksville\_\_\_\_\_ State: OH\_ ZIP: 44114\_\_\_\_\_

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Cascade Locks Historic District  
Akron, Ohio  
Summit County

The Cascade Locks Historic District is located immediately northwest of downtown Akron. Topographically, the district is a ravine until Lock 14 where it opens onto a flat plain. The district begins where the canal emerges from a tunnel beneath the Route 59 Innerbelt, goes under the North Street Bridge, and extends north to where it intersects with the Little Cuyahoga River. At this point the district becomes discontinuous, comprised of sections that surround individual locks or related canal structures.

The prism of the Ohio Canal between locks 15, 16 and 17 is not watered, due to the 1913 Flood, and has been interrupted by the construction of Putnam Street (as indicated on USGS maps) which crosses the former path of the canal within this area. Putnam Street runs between Lock 16 and the Little Cuyahoga River, making a U-turn that obscures the canal prism at both ends of the lock. This effectively separates Lock 16 from Locks 15 and 17. The area preceding Lock 17 has an extant canal prism and towpath mound, but these landscape features are immediately lost north of Lock 17. The area between Locks 17 and 18, and 18 and the Lock 19 wasteway remnant, are overgrown and the profile of the canal and towpath are not apparent.

The southern boundary of the Ohio and Erie Canal Historic District, as stated in the 1976 nomination, was established at Ira Road near Lock 26 in Bath Township, Summit County. Immediately south of the district, in the former canal bed, is the Akron Sewage Treatment Center, followed by Merriman Valley commercial development spread along the western edge of the Cuyahoga River. The proposed district's northern edge begins where the canal resources once again appear in the landscape.

The district includes 24 contributing structures, two of which have been previously listed, and 11 noncontributing structures. The two previously listed structures are railroad bridges that are included in the Valley Railroad nomination. One of these bridges spans the ravine and the other crosses over North Howard Street. The district also contains 9 contributing buildings, 5 noncontributing buildings and four contributing sites, two being ruins of wasteways, one containing the ruins of a former inverted trestle railroad bridge, and the other being a former mill site containing an underground tunnel and possible boat pier post remains.

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The contributing structures consist of Locks 10-18, 5 railroad bridges, 3 millrace culverts, and four wasteways, located next to Locks 14, 17 and 18, and a diversion dam located southeast of Lock 10. Two lock wasteway ruins, located on the west side of Lock 13 and near the former site of Lock 19 (non-extant), are considered contributing sites. Of the 9 buildings, 5 are industrial buildings, 2 are frame houses, and there is one frame commercial building and a privy.

Two rail line bridges span the valley, along with a spur line that connected the district's industries to the Valley R.R. Freight Station formerly located immediately east of Howard Street. The two most northerly railroad bridges are part of the Valley Railway National Register district, (NR 1984). A spur line bridge is located immediately south of the Valley Railway North Howard Street bridge. The three other rail bridges were part of the Northern Ohio Traction and Light Interurban line. The original Akron, Bedford and Cleveland line built in this location in 1892 is still evidenced by rusticated stone piers. The bridges that span Howard Street, along with the one that spans Canal Street, are plate-girder through bridges. These four bridges, with their stone abutments, are considered contributing resources in the district.

Noncontributing resources in the district consist of two rectangular concrete conduit lines that span the ravine between Locks 11 and 12 and between Locks 13 and 14, a small, 1 story utility building adjacent to Lock 15, the garage and shed behind the Mustill House, the sump house at American Rubber, a shed south of the steam plant, and a large utility tower. In addition, the concrete walls built by the Ohio Department of Public Works in 1937 to control the flow of canal water, comprise 4 noncontributing structures. One concrete wall, located on the west side, channels the canal between North Street and Lock 15. One concrete wall is located east of the canal channel between Lock 14 and 13. Another wall is also located on the east side of the channel between Locks 13 and 12. On the west side of the canal channel is the last concrete wall running between Locks 11 and 12.

Additional noncontributing structures include a concrete culvert under the Innerbelt, 2 standing pipes, one before Lock 10 and the other under the Northern Ohio R. R. bridge trestle, and one concrete encased sewer pipe, located in the canal bed, except for between Locks 13 and 14, on the west side of the canal. These 11 structures and 5 buildings date from outside the period of significance or are of undetermined origin.

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The southern section of the proposed district is located in a ravine. The west hillside, between Market and North Streets, is very steep and wooded. The east side is less steep and contains plateaus where industries and houses are or were located. North of North Street, the terrain flattens out until the canal plunges into the Little Cuyahoga River. The remaining three locks and wasteway remnant are geographically separated by natural areas.

The lock structures comprise the spine of the district. The locks were originally constructed of double walled sandstone. The chamber of each lock is 90 feet long. The inside width of 15 feet permitted the passage of 14 1/2 foot boats. The original sandstone construction is still visible at the base of most of the lock walls.

In 1907 the Cascade locks were refurbished with a waterproof lining of concrete during the 1907-11 statewide renovation of the canal system. This renovation work involved chipping away at the sandstone facing to provide a sound base for the concrete and to preserve the 15 foot width of the inner chamber.(Gieck)

These locks featured vertically gated two-foot-square sluiceways above the lock sill that admitted water into an internal conduit in the lock wall. This water flowed into the lock chamber through an opening in the wall. These sluice openings are still visible today. Located adjacent to locks were wasteways, which channeled excess water around the locks. Three wasteways, at Locks 14, 17, and 18, and one two wasteway ruins, at Locks 13 and 19, are evident in the proposed district.

The following is a list of the lock structures, moving south to north, in the district:

- Lock #10 -- east wall intact, west wall partially removed.
- Lock #11 -- southeast end partially destroyed, the rest intact.
- Lock #12 -- northwest corner partially destroyed, the rest intact.
- Lock #13 -- southwest wall partially undermined, and no fill behind west wall, the rest is intact.



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Lock #13 Wasteway -- West side stone entrance and wall visible, some wood planking visible under stone wall.

Lock #14 -- Completely intact.

Lock #14 Wasteway -- Essentially intact, bridge over wasteway removed in 1990 for construction of new North Street bridge. Bridge stone is stored for eventual reconstruction.

Lock #15 -- Essentially intact, northeast end partially destroyed and considerable concrete reinforcement added to the bottom in the 1950s.

Little Cuyahoga River Dam Feeder -- located on the east side of canal bed, concrete structure visible.

Lock #16 -- Virtually intact lock structure. At this point the outfall sewer starts to follow the canal. The sewer is in the lock, but not visible.

Lock #17 -- Virtually intact, sewer runs through the lock and is not visible.

Lock #17 Wasteway -- Virtually intact stone structure located on the west side of canal bed.

Lock #18 -- Virtually intact, sewer runs around the lock and is not visible.

Lock #18 Wasteway -- Located on the west side, a concrete structure.

Lock #19 Wasteway -- Located on the west side, a partially buried concrete structure.

Paralleling the Ohio & Erie Canal as it descends the steep gradient of the ravine through the locks is a smaller hydraulic canal produced by the effluent from Crosby's stone mill, which was located at the foot of Mill Street at Lock 5, a few hundred feet west of Main Street. A diversion dam channeled the effluent to one of the former mills located in the district. The dam structure is more than 40 feet wide and consists of two 9 inch thick cement walls, two

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spillways and a hydraulic box with a 3x5 foot rectangular sluice gate and a 48 inch diameter iron-lined circular opening. The dam is built of hydraulic cement, (or early concrete) laid in blocks approximately 18 inches square and mortared together. Behind the circular opening is a rectangular side opening 3x5 feet that shunted water back into the race.

The Cascade Race runs underneath the steam plant where it splits into 2 streams. One of the streams went into a basin pool (nonextant), and the other continues on towards the American Rubber Company into a sump house (noncontributing) south of the American Rubber Company building. The race ran on the east side of the canal at an elevation 10-20 feet higher than the canal. A small volume of water continues to flow in this mill race today.

The channel is also traceable from stone culverts and drains that first appear near the iron trestle railroad bridge. It disappears again as it follows a stone lined drain and culvert under the American Rubber Company building, reemerging and flowing north down a shallow ravine to the former site of the Cascade Mill. At this point, the race can readily be seen disappearing into the arched stone entrance, 8 feet high by 11 feet wide, of a subterranean hydraulic tunnel 558 feet long which ran under the mill. This tunnel, which appears on maps as early as 1837, runs under North Street. The race surfaces north of the Swinehart building before it re-enters the Little Cuyahoga River.

The buildings in the proposed district consist of industrial, commercial and residential structures, all reflecting the industrial heritage of the Cascade Valley area.

Located adjacent to the Innerbelt, at the southern end of the district, is the Beech Street Steam Plant. The plant was built in 1926 and operated as a steam plant. The 1892 Sanborn Map shows that the site was originally occupied by the Akron Street Railway Co. Electric Power Station, followed by the Northern Ohio Traction & Light Company Power House.

This Beech Street Steam Plant is a rectangular plan, four story, brick-faced structure with three large, metal smoke stacks piercing the flat, tar composition roof. The building has a one story addition on the west elevation. The structural system is reinforced concrete and the building is clad with stretcher bond, wire cut, red brick. Three large buttresses divide the east and west walls into three principal bays. In each bay there are four windows, all

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multi-paned with inset, awning windows. The tall, first floor windows are separated from second floor windows by an I-beam. The south facade contains the principle entry, which is accessed by a few open stairs and stoop that lead to a pair of riveted steel doors framed by a sandstone surround with entablature.

North of the Beech Street Steam Plant and located adjacent to the canal is the American Rubber Company. Originally this was the site of the Aetna Mills, which burned in 1883. Built into the side of a hill, the American Rubber Company building has red, common bond brick walls. The height ranges from 3-5 stories and contains several additions. The building consists of three separate sections; the office, the warehouse and the factory. The gable roofed addition on the south elevation is the office. It is constructed of reinforced concrete with brick facing. The top row of windows have been greatly modernized, altering the fenestration pattern.

The remainder of the building has a flat, composition tar roof with small parapet with coping tiles. The walls have a pier and spandrel configuration and the metal frame windows are multi-paned or 2/2 sash. Some of the windows have been infilled with cement block. Loading docks are located on the north, east and west elevations. The rubber warehouse is constructed of steel columns and beams, and has concrete flooring, metal deck roof and joists, and brick fire walls and apron walls. The oldest part of the factory, the southeast corner, is constructed of wood posts and plaster walls. Other portions of the factory buildings are constructed of steel frame and brick curtain walls. The east elevation, part of the oldest section, was once serviced by the now abandoned spur line which runs along the plateau west of the American Rubber Company. Illustrations 1 and 2 indicate how the building has been altered.

A noncontributing sump house is located south of the American Rubber Company building. The roof of the structure has been replaced. The mill race flows into this structure, the water being used for cooling purposes.

Located north of North Street, and directly west of Lock 15 are three canal-era related buildings. The Frederick Mustill house is 1 and 1/2 story Greek Revival, gable front with a later Italianate bay window. The rectangular plan structure has two rear additions, both of which are also rectangular in plan. The larger of the two juts out from the main house and is parallel with the core block. The smaller rear addition shares a wall with the core block and the

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larger addition. The building is set on a gentle slope above Lock 15 of the Ohio & Erie Canal. A deteriorated garage and shed of undetermined origin are located behind the house.

The core structure's low pitch, gable roof is covered with asphalt shingles. Rear additions have combination hip and gable roofs, also covered with asphalt shingles. Centrally located chimneys pierce the roof ridges of the core structure and larger addition. The roof-wall junction is characterized by full entablatures on the eave elevations of both the main house and larger rear appendage. The smaller addition has only a box cornice and plain, narrow frieze board. The entablatures, containing projecting box cornices, blind friezes and wide architraves, wrap around to the gable elevations creating prominent gable returns. Narrow end boards are located on the wall corners. The structural system is post and beam and the walls are clad with wood clapboard siding.

The gable front facade is 2 bays wide, and the side elevations are 3 bays in width. A canted bay window is located on the north elevation. All windows are 6/6 double-hung sash, except for the bay windows which are 1/1 double-hung sash. The off-set entry door is flanked by Doric pilasters and a full entablature cap with projecting box cornice. A side entry, located in the portion of the larger addition that projects beyond the core block, contains an inset porch supported by a squared Doric column.

The foundation is made of cut sandstone block. The facade foundation blocks are dressed and tooled. Two sandstone slabs make up a small stoop in front of the main entry door, and the inset side porch is made from one slab.

Located immediately west of Lock 15 is the Mustill Store. This 2 story structure is sited at an angle, making the gable-end facade parallel with the canal bed. The rectangular plan building has virtually no setback from the dirt road that runs between it and the canal.

The low-pitch gable roof is currently covered with rolled tar paper. Wide frieze boards and pronounced gable returns mark the eaves. The structural system is post and beam and the walls are clad with clapboard siding.

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All elevations are approximately 3 bays wide. The gable end elevations have symmetrical fenestration patterns and the side elevations windows are irregularly placed. The rear bay of the first floor is constructed of coursed undressed sandstone. The walls of this section are approximately 1 1/2' thick.

Windows that are not boarded over are 6/6 lights with plain surrounds. All second story windows on the side elevations are cut into the wide frieze board. Square window openings are located in the side wall sections of the stone rear bay. The north elevation contains a three light frieze window, a square window opening, and a boarded-over side door in the first bay. The commercial front of the facade is surrounded by a slightly projecting frame consisting of a very low pitch pediment supported by Doric pilasters. Within this frame is a central double door flanked by display windows. Below the windows are apron panels. The door and windows are boarded over. The building rests on a coursed sandstone block foundation.

Historic photographs dated c. 1860 and 1907 (Illustrations 3 and 4) indicate a one story addition on the north elevation that ran parallel with the eave and had a boom town facade. A one story porch with shed roof ran the entire length of the facade. The porch was supported by squared Doric columns and was separated into bays by very low pitched pediment arches that resemble the existing commercial front frame. The display windows appear to have been multi-paned. Both the porch and addition have been removed. Behind the store is a gable roofed privy covered with drop siding, which is considered contributing.

The Swinehart Tire Company building, located on the corner of North Howard and North Streets, directly east of Lock 15 and the Mustill House and Store, is a corbeled brick, three story structure. The site formerly contained the Akron Starch Works, followed by the Rubber Specialty Company. The 1916 Sanborn Map depicts a much larger Swinehart Tire and Rubber Company building than exists today, due to a fire in the early 20th century. A comparison between this map and the 1940 Sanborn Map shows that only western half of the former building remains. (See Illustrations 4 and 5)

The current building is 3 stories in height, has a rectangular plan and a flat composition tar roof. A parapet with coping tiles marks the roof-wall junction, and the west elevation, facing the canal, has a slightly stepped gable. The bricks are laid in a common bond pattern, and the window openings are marked with stone lintels and header brick sills. A 2 story addition, constructed of

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hollow ceramic tile, is located on the east elevation. Most of the building's windows have been filled in with concrete block.

Canal Street, which parallels the canal on the east hillside, contains one contributing resource. This street, according to city directories, was lined with residential structures. The 121 N. Canal Street building is the only one which remains. This frame, gable roof house has a rectangular plan and is built into the hillside. The house has a molded concrete block foundation, drop siding and plain surrounds and trim. Windows are 2/2 sash. A side entry porch on the north elevation is covered with a hip roof. Although the porch is screened with lattice work, scrolled brackets are evident under the porch eaves.

Contributing buildings on North Howard Street include two, yellow brick commercial buildings located adjacent to the Valley Railroad (NR 1984) Howard Street bridge. Built as the Akron Storage and Contracting Company in 1910, these distinctive buildings have red brick trim, which marks the cornice area and is laid in a quoin pattern at the corners. One of these structures has a flat roof and is one story in height. The other is three stories and has a gable roof. Both are rectangular in plan and both have rusticated stone foundations and water tables.

The one story structure has a seven bay facade. The two largest bays are full arch, loading doors capped with three rows of red header bricks. The window openings have sandstone sills and lintels.

The 3 story yellow brick building is a long narrow structure. The facade has seven bays and the side elevations have two openings. The building has an eave orientation and a moderately pitched gable roof. The top row of windows have segmental arch heads, while the rest of the windows have flat sandstone lintels. All windows have sandstone sills. Two wooden loading doors are located on the ground floor. As with the companion building, these openings are capped by the full arched rows of red header brick. The doors themselves appear to be original, being constructed of diagonal tongue and groove siding, over which is a crosshatch of chamfered rails. Attached to the south elevation of this structure is a rusticated stone foundation where the office was located.

Two rail lines span the ravine. One, the Valley Railway, is listed as the Valley Railway Historic District (NR 1984). This linear district includes the bridge that spans the Cascade Valley, between locks 12 and 13, and the bridge

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that spans Howard Street. Historic maps indicate that a Valley Railway spur line (1888) ran from the steam plant site, behind the American Rubber Plant and crossed Howard Street on an iron bridge similar to the listed structure (See Illustration 7).

The second bridge is a replacement of the Pittsburgh, Akron & Western line bridge, constructed in 1892. This trestle bridge was supported by rusticated stone piers, many of which remain. The area under the existing bridge that contain these piers is considered a contributing site because the piers are non-functional ruins of the former bridge.

This rail line was reorganized as the Northern Ohio Railway after the Pittsburgh, Akron & Western went bankrupt in 1895. The current bridge was likely built after 1913 when the flood undermined the stone piers. The bridges in the district associated with this line were probably replaced sometime between 1904 and 1916. The 1904 Sanborn does not indicate a material for the large bridge spanning the canal, but does indicate that the smaller bridges were made of iron. The 1926 Sanborn lists the large trestle bridge as steel, and the smaller bridges spanning Canal and Howard Street as steel. The current trestle bridge is approximately 875' feet long and is 70' above Lock 11. It is of a single track bed supported by 5 main trestles and 2 abutment trestles constructed of steel beams and cross braces.

The two additional bridges associated with the line are located in the district. One crosses over N. Canal Street and the other spans N. Howard Street. Both bridges are steel plat girder construction with riveted cross beams under the beds, and have rusticated stone abutments.

Resource List:

Name	Type	Con/Noncon
Canal Resources, North to South:		
1. Lock 19 wasteway	ruin	con
2. Lock 18	site	con
3. Lock 18 wasteway	structure	con
4. Lock 17	structure	con
5. Lock 17 wasteway	structure	con

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Resource List (continued):

Name	Type	Con/Noncon
6. Lock 16	structure	con
7. Little Cuyahoga dam feeder	structure	con
8. Lock 15	structure	con
9. OPW concrete wall, west of canal*	structure	noncon
10. Lock 14 wasteway	structure	con
11. Lock 14	structure	con
12. OPW concrete wall, east of canal	structure	noncon
13. Sewer pipe	structure	noncon
14. Lock 13	structure	con
15. Lock 13 wasteway	structure	con
16. OPW concrete wall, east of canal	structure	noncon
17. Lock 12	structure	con
18. OPW concrete wall, west of canal	structure	noncon
19. Lock 11	structure	con
20. Lock 10 wall	site	con

\*Ohio Public Works construction, 1937

Other Resources North of North Street:

21. Mustill Store Privy	building	con
22. Mustill Store	building	con
23. Mustill Shed	building	noncon
24. Mustill House	building	con
25. Mustill Garage	building	noncon
26. Water Inspection bldg	building	noncon
27. Swinehart Company factory	building	con

South of North Street:

28. Cascade Mill Site	site	con
29. Utility Tower	structure	noncon
30. Mill race arch culvert/tunnel	structure	con
31. Electrical conduit	structure	noncon



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Resource List (continued):

Name	Type	Con/Noncon
32. Valley RR trestle bridge	structure	con (listed)
33. Valley RR Howard St. bridge	structure	con (listed)
34. Valley RR Spur Line	structure	con
35. Valley RR Spur Line Howard St. bridge	structure	con
36. 132 N. Howard St. bldg #1	building	con
37. 132 N. Howard St. bldg #2	building	con
38. 121 N. Canal Street	building	con
39. American Rubber Co.	building	con
40. American Rubber Co. Sump House	building	noncon
41. Electrical conduit	structure	noncon
42. Mill race culvert	structure	con
43. Mill race culvert	structure	con
44. Standpipe	structure	noncon
45. Site of Akron, Penn, Canton RR bridge	site	con
46. Northern Ohio RR Trestle bridge	structure	con
47. Northern Ohio RR Canal St. Bridge	structure	con
48. Northern Ohio RR Howard St. bridge	structure	con
49. Beech Street Steam Plant	building	con
50. Beech Street Steam Plant Shed	building	noncon
51. Diversion Dam	structure	con
52. Standpipe	structure	noncon
53. Arched Tunnel opening	structure	noncon

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The Cascade Locks Historic District is being nominated under Criterion A for significance in the areas of industry and transportation, and Criterion C for engineering and architectural significance. In 1981, a Keeper's determination of eligibility for the National Register was made for the Mustill House and Store, and Locks 10-15. The criteria for eligibility was not specified.

**Historic Development:**

Ohio's initial development was hampered by the lack of a cheap and reliable means of transporting its natural resources and products to eastern markets. The benefits of the Erie Canal in New York could not be truly realized in Ohio until the state improved its own waterways. (Scrattish 120) Ohio Governor Ethan Allen Brown, 1818-1822, drafted a comprehensive report that discussed three possible routes for connecting the Ohio River to Lake Erie. One of these routes was to follow the Cuyahoga and Tuscarawas Rivers and the portage that connected them. (Scrattish 122)

In 1822 the state legislature enacted a bill to appoint a seven member canal commission to direct surveys. The bill authorized the commission to hire a competent civil engineer to survey possible routes that would connect the Ohio River to Lake Erie. James Geddes, an engineer from New York, did the survey work and decided on the Cuyahoga-Tuscarawas, because the Portage Lakes would provide this route with a good water supply. (ibid, pg 123, endnote 28) On May 5th of that year, the Cuyahoga-Tuscarawas route was officially chosen.

Work on the Cleveland to Akron sector began in July of 1825. New Yorker David S. Bates was the chief engineer. (ibid, 126, 52) The Ohio Canal Commission decided to use the same specifications used in the construction of the Erie Canal. The main channels were to be 26 feet wide at the base, 40 feet wide at the water line, and four feet deep. (Miller)

The initial work force was around 2,000 men, most of them local farmers. In the summer of 1826, a smallpox epidemic killed many of the workers. Many who survived left for home. (Scrattish 129) Labor became scarce in 1826 due to other major construction projects in the region: namely, the National Road and the Pennsylvania Canals. Much of the pick and shovel work on the canal was done by Irish immigrants.

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Historian George Knepper describes the life of the canal worker as follows:

Were it not for their labor--twelve hours a day, often in stinking ooze up to the waist-- the canals could not have been built so expeditiously. Thirty cents a day and a gill of whiskey was their usual wage. Many died from malaria, typhoid, and smallpox, and from occasional epidemics such as the cholera scourge of 1832. Too much alcohol, poor nutrition, accidents, and murderous fights took many lives. Many a canal worker, we are told, was placed in an unmarked grave alongside, or occasionally in, the canal bed.

Canal construction was also hampered by the technological limits of the time. Rarely was a contractor able to anticipate the nature of the sub-soil. Too often, rather than finding water-repellant clay, he had to deal with porous sand or solid rock. Untimely supplies of hewn stone or lumber, along with the limitations of the seasons, also hampered progress.

The 1827 "Fifth Annual Report of the Board of Canal Commissioners", issued in January of that year, stated that 32 of the locks were completed and the remaining 6 were in a "great deal of forwardness". The report went on to state:

It is confidently believed that so much of the canal as extends from the Portage summit to the basin, near its termination at Cleveland, will be finished and ready for navigation in June next; the work is now in a state of forwardness which warrants this expectation, and no ordinary event will prevent its being realized. (Scrattish 131)

Pressure to complete this initial segment of the Ohio and Erie Canal was intense. It was firmly believed that revenue generated from this segment would help convince eastern banks to loan the needed money to complete the canal to Portsmouth, and provide the link with the Ohio River. The 1827 Independence Day canal opening celebrations began with Governor Trimbell, former Governor Brown and a group of New York dignitaries boarding the boat State of Ohio at the Portage Summit. A few hours after the boat reached Cleveland, a freight boat from Portage County arrived with a load of flour and whiskey. The northern NPS section of the Ohio & Erie Canal was opened. (ibid, 132-133)

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The 1828 annual report of the commission reveals that the canal required much additional work to make it truly operational. Problems, such as maintaining consistent water levels, bank stabilization and keeping the gates in working order added to the construction costs. While the average cost per mile from Cleveland to Coshocton was \$8,980, the average cost per mile for the Cleveland-Akron section, the initial section of the canal, was over \$10,000.

By the time the entire Ohio & Erie Canal was completed in 1832, the Akron-Cleveland section was functioning without major problems. Beginning at Lock 1 in Akron (near Exchange St.) the canal descended 395 feet to Lake Erie. From Lock 1, twenty one locks stepped down to Portage Path. The extant section of these stepped locks include Locks 10 through 18. Locks 10 through 15 constituted a hydraulic stairway that permitted boats to negotiate nearly 70 feet of elevation difference in less than one-third of a mile.

Akron was a child of the Ohio & Erie Canal. The village began in 1825 concurrent with the beginning of canal construction. It was a tiny commercial center catering to the needs of canal workers and, within two years, to the travellers on the canal boats. By 1836 Akron had joined North Akron, originally called Cascade, in an enlarged village of Akron which had a population of about 1,200. While cheap transportation on the Ohio & Erie Canal and the Pennsylvania-Ohio Canal (completed in 1840 between Akron and Newcastle) was of great importance to the village, an abundant hydrologic power supply set it apart from other canal towns and assured its future as an industrial center. Long after it ceased to be a significant freight carrier, the Ohio & Erie Canal retained its importance as a source of industrial water. (Knepper)

The steep gradient of the Cascade Valley afforded substantial water power potential, which, together with the convenience of canal transportation, attracted a string of industries to the valley. According to Akron historian Karl Grismer:

After 1840, owners of Akron flour mills enjoyed a period of unprecedented prosperity. This was due in part to their advantageous location on the canals, but even more to the splendid water power provided by Dr. Crosby's Cascade Mill Race. Nowhere in the state was cheaper power obtainable....  
(Grismer)

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A small hydraulic canal that paralleled the Ohio and Erie was located on the east side of the canal at an elevation 10-20 feet higher than the canal. This canal race was built by physician and early Akron industrialist, Dr. Eliakim Crosby. Water from a diversion dam located on the Little Cuyahoga River flowed to "Crosby's Ditch"-- down Main Street, west on Mill street to Crosby's Stone Mill at Lock 5.

The effluent from this millrace flowed north, plunging down the canal ravine to power several cupola (iron) furnaces, a textile machinery plant, a furniture factory, additional grist mills, and a distillery. After a fire in 1847, the Aetna Furnace, near Lock 12, was converted in 1848 into Aetna Mills, the largest flour mill in the Cascade Valley.

In 1840 William Mitchell built the Cascade Grist Mill, located at the bottom of the Cascade, on a basin above Lock 14. The mill was eventually purchased and converted into a huge cereal mill by Akron entrepreneur Ferdinand Schumacher, a founder of the Quaker Oats Co.

Along with an industrial power source, the canal provided ample time and traffic for commerce. With each lock, canal traffic stopped. There were 21 locks in the Akron area, and it took boats 6 hours to get through the 2 miles of canal. A popular commercial establishment for canalers was located in the Cascade Locks area. Thought to have originally functioned as a cigar box plant with its own mill race (McCusker, Brown and Lucas), the Mustill Store was best known as a "swilling place" across from Lock 15. A reminiscence about life on the canal in Pearl Nye's Akron recalls the Mustill Store as follows:

Fred and wife came from merry old England and they had good beer. We boys had ours at the bar and the women folk wet their whistles on Board from our Six Quarter which we would bring back for them. We'd take our supplies here, then push on up the canal to Lock 14.

The rapid construction of railroads in Ohio during the 1850s, along with droughts in 1851 and 1856, resulted in the State of Ohio putting the canal system out to public bid for a ten year lease in 1861. A syndicate of 6 operators ran the canal for a period of sixteen unprofitable years, after which the system went into receivership and the Board of Public Works took control. During the 1880s, low tonnage (due in part to the Akron area coal mines being

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played out by this time) and two disastrous floods, left the canal in deplorable condition.

In 1902, as a result of a study to survey and define the state ownership in the canal, the legislature issued an act declaring that the Ohio and Erie Canal "shall be retained and maintained as a public canal". A 1903 report by chief Engineer Charles W. Perkins of the Board of Public Works instigated a rehabilitation program designed to adapt the canals for modern traffic. Money was appropriated from the General Fund and most of the locks between Cleveland and Dresden were dredged and repaired by 1911. A 1909 Board of Public Works Report indicates that Locks 15 through 18 were repaired by McGarry & McGowan contractors. S.W. Parshall is listed as the contractor for Locks 10 through 14. This work included resurfacing the lock walls with cement. Despite these improvements, the Chief Engineer of Public Works, John I. Miller's, annual report stated the following:

I have discovered a tendency which is crystallized into public opinion in many parts of the State, to further the process of decadence of the state's valuable canal properties by encroachment, and by a strong spirit of opposition to any movement that seeks to rehabilitate these water-ways and rather desires their absolute abandonment (Scrattish, 153, note 168).

The 1913 flood brought an end to the canal. Lock One in Akron and several other locks to the north were dynamited to prevent inundating the downtown area. The most damaged area of the canal was from the Portage Summit north to Brecksville. This segment, containing the nominated property, was not considered salvageable. The canal commission advised against rehabilitation of the canals and recommended that the waterways be developed and improved for industrial purposes where possible. (Scrattish, 156) As a result of this demolition and subsequent neglect, canal water from the Summit Level now flows unimpeded over the sills and down the steps of the Cascade. (Gieck)

**CRITERION A:**

Industrial Significance

Because of the abundance of hydraulic power created by the precipitous descent of the effluent from Crosby's mill race, the proposed district was the site of many industrial operations during the 19th and early 20th centuries.

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Prior to the construction of the race in 1831, Dr. Elkiam Crosby had several milling operations along the Little Cuyahoga River, powered by a dam he constructed. After selling these operations, he began acquiring property on both sides of the river, with the help of General Perkins and Judge King. Dr. Crosby built a race from the east part of the village, running west to the canal near Lock 5. From there it would turn north, paralleling the canal and releasing water into it at various points to power mills located along the canal (See Illustration 8). This would create enough water power to drive mill wheels as far as Lock 17. One of the first industrial operations built along Crosby's Cascade Race was the Aetna Iron Furnace, which later became the Aetna Flour Mill.

The mills in the Cascade Locks area did not prosper until the Civil War. They were water-powered and by the 1850s more flexible steam-powered mills elsewhere were giving them stiff competition. Also, most of them were built of lumber and they were frequently the victims of fires, many of them set by competitors or to collect insurance.

With the Civil War came an abundance of orders from Army suppliers. Even the water-powered mills were functioning at capacity. With the new prosperity, steam power was added to many mills, and industry flourished along the Cascade Locks.

In 1862, Aetna Mills was sold to Philo Chamberlin. In the mid-1870s, the mill was sold to George McNeil and James Baldwin, and started producing flour. In 1880, the mill turned out 200 barrels of flour per day. Three years later, the mill burned and the remains were used by an adjacent barrel manufacturer for storing hoops.

Chief among the milling operations in Akron were those of Ferdinand Schumacher. Schumacher came from Hanover, Germany, and originally ran a small grocery and notions store in Akron. He began making his German style oatmeal for himself and a few friends, and then sent a sample to the Union Army. It was cheap, easy to ship, easy to store, and instantly popular. In 1864 he developed a process for pre-cooking oats and then crushing them between steel rolls. The demand for the product continued after the War, and Ferdinand Schumacher became known as the "Oatmeal King".

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In 1868 he took over the Cascade Mill and in 1876 he rebuilt it on the stretch of ground between locks 13 and 14. (See Illustration 9) The mill processed flour and had room for two boats to load and unload at the same time.

The 1880 "Products of Industry in Akron City" lists the F. Schumacher Mill as being comprised of German Mills (oat meal), Empire Mills (barley) and Cascade Mills (flour). This milling operation represented a \$350,000 capital investment and employed 100 workers, 88 men and 12 women. The total production for the Schumacher Mills included enough wheat, rye and buckwheat flour, along with corn meal, feed and hominy to bring its total product value to \$1,000,000 for 1880. The Cascade Mill burned in 1888. The only visible feature of the mill that remains is a round arch, stone tunnel where the race ran under the building.

William Perrin's 1881 History of Summit County describes the Cascade Mill as follows:

The buildings are "L" shaped, and have six floors. The mill measures 50 X 80 feet, with warehouses attached, 40 X 80 feet, and barrel house, 40 X 40 feet.

The water power is ample at all seasons. It has a head and fall of 38 feet. The power is derived from an iron overshot wheel, 35 feet in diameter with a 10-foot face. This immense wheel weighs 37 tons, and yet, being well balanced, it revolves on its shaft as steadily and smoothly as if it were made of the lightest wood. The wheel contains a series of 96 steel buckets, having a total weight of 16,000 pounds. Each bucket is made of a single sheet of cold-rolled steel one-eighth of an inch in thickness. This complete wheel cost \$89,000 and about \$4,000 additional were expended for its foundation, which was built into solid rock. The water supply flows through a 6-foot subterranean tube, to an iron stand-pipe rising about 18 feet to the level of the basin, and flowing from an iron tank 26 feet long, 8 feet wide and 4 1/2 feet high, to the iron gate, which gauges and delivers it to the buckets at the apex of the wheel. From spur-wheels, connected with a 12-foot pulley, by a 40-inch leather-double belt, 120 feet long, power is communicated to the line-shaft over a 10-foot pulley, whence the 12 run of buhrs are operated by quarter-twist belts.



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The mills are equipped with thirteen middlings purifiers, one pair each porcelain and iron-rolls, two cockle machines, an ending-stone and bruch-machine for cleaning wheat, and other appliances of the latest improved mechanism.

The Ohio Canal runs through the premises, affording convenient facilities for receiving and shipping product. The waste water, as well as the water discharged from the wheel, flows into the Cuyahoga River through two substantial 12-foot stone underground conduits, each 220 feet long.

The Cascade Mill burned down in 1904. At the time it was little more than an unoccupied shell (Kenfield 307) (See Illustration 10).

Other 19th century industrial operations in the nominated area included the Akron Starch Works, built in 1885 and located on the north side of North Street to the east of Lock 15. This facility is no longer extant.

The late 19th and early 20th century marked a shift from moderately capital-intensive milling operations to highly capital-intensive rubber and tire production operations. Along with the Little Cuyahoga River, a favored location for rubber manufacturing operations was the Ohio & Erie Canal, due to the need for water in the manufacturing process. The first rubber manufacturer in Akron was located right on the canal. In 1870, George Crouse persuaded B.F. Goodrich to move his ailing New York rubber works to Akron because the Ohio Canal would provide him with cooling water for his mills, and a means of shipping coal from Navarre.

At the turn-of-the-century, two tire/ rubber manufacturers located along the Cascade Locks: Swinehart Tire and Rubber Co. and American Tire and Rubber Co. The former incorporated in 1904 and was located in the area northwest of the intersection of Howard St. and North St, the former site of the Akron Starch Works Company. American Tire incorporated in 1910 and was located near Lock 12 on the present day site of the Ace Rubber Co.

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The Swinehart Tire and Rubber Company was incorporated by J.A. Swinehart 1904. The 1909 Akron City Directory listed the business as being manufacturers of automobile, motor and carriage tires and being located at 218 N. Howard Street. Prior to starting his own company, J.A. Swinehart obtained a patent for developing a process of attaching carriage tires to the rim by a series of wires. This process eventually attracted the interest of Harvey Firestone, who started the Firestone Tire and Rubber Company in 1900. Swinehart's process proved successful and by 1903 the Firestone Company started showing a moderate profit. Harvey Firestone saw automobiles as the future of the tire industry and worked toward developing pneumatic tires. Swinehart was one of the stockholders who objected to this change in operations. He withdrew and started his own company, making solid tires for trucks. Two years later the Firestone Tire and Rubber Company got the tire contract for Henry Ford's new Model-T line. Swinehart built up a large business in solid truck tires, which did quite well until the pneumatic truck tire, developed in 1916, took over the field in the 1920s. The new pneumatic truck tire had an advantage over the solid tires: they would not heat up and burn at high rates of speed.

The automobile industry caused the rubber industry to explode between 1910 and 1920. In 1900, world rubber consumption was approximately 40,000 long tons and in 1920 it was almost 400,000 long tons. By 1920, there were 300 companies in United States making rubber, 20 of which were in Akron. Along with the big manufacturers: Goodyear, Firestone, and Goodrich, several medium sized rubber companies sprang up. One of them was the American Tire Company, located in the Cascade Locks area, formed by Adam Duncan in 1910. In 1916, the company re-organized as the American Rubber and Tire Company, manufacturing tires and tubes.

Eventually, Akron's water supply became limited. The large firms by opening branches on the west coast, in order to be closer to the crude rubber delivered from the Orient. By the time of the Depression, Los Angeles was the second largest rubber manufacturing center in the world, with Akron still being the first.

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The Depression resulted in the closing of many of the rubber producers. Of the 300 companies in the country, only 115 survived. The American Tire Company closed in 1930, and the Swinehart Company was dissolved by 1940. The 1940 Sanborn lists the American Tire and Rubber Company plant as the Akron Storage and Transfer Company.

Other industrial facilities that located in the district include the Akron Storage and Contracting Company, and the Akron Steam Heating Company. The two yellow brick buildings were built in 1910 and housed part of the Akron Storage and Contracting Company operations. The Akron Storage and Contracting Company had its headquarters at S. Broadway and was first incorporated in 1909. By 1920, the two Howard Street buildings were owned by the Franklin Brothers Company, "dealers in sand and gravel, excavating, building, wrecking, and steam shovel work". The 1920 Akron City Directory lists their "office and yards" as being located at the Howard Street location.

The Beech Street Steam Plant is another industrial facility in the district. A 1904 Sanborn Map for this site shows the Northern Ohio Traction & Light Company Power House. The map shows the building to have been 1-2 stories high, with a 100' brick smoke stack, two hip roofs, eight engines and eight dynamos, and a coal pit and coal room.

At the turn of the century, N.O.T. & L. obtained a monopoly by buying out two rival lines that were serving Akron: Citizens Electric Light Company and the Akron Street Railway & Illuminating Company. On July 1, 1930, the N.O.T. & L. became one of five companies that merged to form the Ohio Edison Company. At that time, the business of supplying electric light and power was divorced from electric transportation. The Northern Ohio Interurban Company was then formed, with stock held by Ohio Edison. The N.O.I.C. stopped running in 1932.

The N.O.T. & L. power plant was replaced by the Akron Steam Heating Company plant, as indicated in the 1927 city directory. Built to provide steam heat to downtown Akron, the Akron Steam Heating Company was incorporated in 1927 and had a capital of 500 shares. The 1940 Sanborn Map for the area indicates that the plant operated day and night producing steam heat and electric power.

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North Canal Street, which parallels the Ohio Canal, was lined with houses during the period of significance. Sanborn Maps indicate that these structures were, for the most part, frame two story dwellings. Occupations of residents listed in the 1892-3 city directory were labor related, such as carpenter, paper mill employee, or general laborer. Only one frame residential structure remains on North Canal Street.

Transportation Significance:

The nominated district is also significant under transportation. The ravine section of the canal's historic function of conveying passengers and goods not only enabled cheap transport of raw materials and agricultural products to eastern markets and manufacturers, but because of the number of locks, this transportation artery caused the development of Akron. Wheeled transport could only carry a few hundred pounds of cargo at most, and were often stalled by muddy roads. Canals made it possible to float fifty to eighty tons of cargo in a single vessel. This fluid, low friction medium, with the help of a few mules, could transport huge loads at the speed of a brisk walk.

The village of Akron began in 1825, concurrent with the beginning of canal construction. General Simon Perkins, who owned two-thirds of the land on the summit between the Cuyahoga and Tuscarawas River Valleys, knew that the canal would bring people to the area, and the locks would delay their travel long enough to encourage their patronage at a variety of establishments. He donated a strip of land up the middle of his summit property to the state for the canal, thereby ensuring the profitability of his investment.

"The area was surveyed, a plan was prepared and the plat was recorded in the records of Portage County on December 5, 1825. As the site of the proposed town was on the summit between the two watersheds, General Perkins decided that 'Akron' would be appropriate name. The title of the plat as recorded was: 'Map of the Town Plat of Akron in Portage County, Ohio, laid out on the canal at Portage Summit.'" (Kenfield, 70)

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Another aspect of the transportation history reflected in the Cascade Locks Historic District is the railroad track and bridges. The two rail lines that span the ravine, the Valley Line (NR 1984) and the Akron, Canton and Youngstown line, were significant to the development rail transportation in Akron. "The valley (Cuyahoga River Valley) was the gateway for all the railroads which came into the city; the Pennsylvania, the Baltimore and Ohio, the Erie and the Old Northern Ohio, now the Akron, Canton and Youngstown." (Allen 28)

The site of the Akron, Canton and Youngstown railroad bridge was initially occupied by an inverted trestle bridge constructed in 1892 by the Pittsburgh, Akron & Western line. "In 1883, The Ohio Railroad was incorporated, and almost immediately changed the name to The Pittsburgh, Akron and Western Railroad." (Fetzer, Herman and Others 469) Very little was done for some years and the first rails were not laid in Akron until 1891. (ibid)

The company went bankrupt in 1895 and was reorganized as Northern Ohio Railway. Beginning in 1920, the line was leased by the Akron, Canton & Youngstown Railway. The Akron, Canton and Youngstown railway was known as Akron's only home-town railroad. (Allen 95) The line was organized in 1907 by Frank Seiberling and a Canton attorney, H. B. Stewart. The first unit between Akron and Mogadore was built in 1912, connecting with the Wheeling and Lake Erie, and in 1920, the company took over the Northern Ohio railroad which ran west almost to the Indiana line. Fretzer's Centennial History of Akron: 1825 - 1925 states that "For twelve years the A.C. & Y. practically an Akron concern, has been a large factor in the movement of Akron's commerce."

When the lease between the Northern Ohio Railway and the Akron Canton & Youngstown expired in 1944, the A.C. & Y. assumed ownership as the result of a merger. The corporate identity was retained until 1964 when the line became part of the Norfolk & Western, which with another merger became the Norfolk Southern. Since 1990, the line has been owned by the Wheeling & Lake Erie.

The Valley Railroad spur line, which ran south into the ravine, was a significant link for the railroad in Akron and important to the industries in the Cascade Valley.

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"For eight years the C.A. & C. (Cleveland Akron & Canton) had an edge on the passenger business because travelers could board trains at the Mill Street station while travelers on the Valley had to go down the Howard Street hill past Ridge Street to board the trains. The Valley eliminated this handicap in 1888 by constructing a side track southward along Canal Street and building a depot on the southwest corner of Canal and W. market. This side track also enabled the line to get freight business from the flour mills in the Canal Street section." (Grismer 230)

**CRITERION C:**

Architectural Significance:

The Mustill House and Store are locally significant examples of Greek Revival architecture. Both structures represent the gable front house type, which is commonly associated with the Greek Revival style. Greek Revival, referred to by the McAlesters as the National Style between 1820 and 1860, was popularized by American sympathy for the Greeks during their war for independence, (1821-30) and a desire for a non-British architectural form following the War of 1812. The gable front orientation, aided by full entablatures and dominant return cornices, clearly reference the temple forms used in classical Greek architecture. A gable front oriented building also needed less lot space, which helped popularize this form in the rapidly urbanizing northeast.

Early 19th century New England migration to northeast Ohio's Western Reserve and Firelands regions, both originally owned by Connecticut, resulted in the construction of many New England house types in the newly settled area. Although some of these house types developed into regional variations, such as the Upright-and-Wing, many of Ohio's gable-front Greek Revival houses resemble those found in New England and Upstate New York.

Except for the rear appendages, the Mustill residence is an excellent example of this house type. Defining characteristics include the orientation, low pitch roof, full entablature at the roof line and over the entry door, and prominent return cornices. Side appendages to this house type commonly have a perpendicular orientation, resulting in the Upright-and-Wing type. The parallel orientation of the Mustill house's appendage is an unusual variation.

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The Mustill Store also contains defining elements of the type and style, such as the orientation, frieze band, cornice and cornice returns, pediment surround with Doric pilasters, and the frieze window. Typical of Greek Revival commercial structures from the early to mid 19th century, the Mustill Storefront is characterized by broad proportions, regular fenestration, and simple bold detail. (Rifkind 181)

The 1980 Akron Historic Landmark Survey, prepared by The City of Akron, includes 10 additional Gable Fronter, Greek Revival residential structures. The survey form information indicates that the majority of these buildings have been either altered or moved to their present locations. Examples of this house type in Akron that retain integrity of location and materials include a cobblestone structure on White Pond Drive and the Old Stone School. The Mustill House is a locally important frame example of what was at one time a prominent Greek Revival house type. The Mustill Store appears to be the only Greek Revival commercial structure that remains in Akron.

The only other residential building included in the district is the house at 121 Canal Street. This example of workers housing evidences traits of late 19th, early 20th century vernacular housing. The narrow two story, gable front frame house was typical for narrow urban lots. The simple two story plan with gable roof provided maximum floor space under a single roof, making it relatively easy to construct. The 1899 City of Akron directory indicates that this street was lined with residential units. This is the only one that remains.

Both the Mustill Store and House retain integrity of location, feeling, association, and materials. The house is virtually unaltered, evidencing its original design and craftsmanship. Although the store no longer has its front porch and side appendage, the craftsmanship that went into the remaining core structure is still evident. The presence of important design features, such as the storefront and rear elevation's second floor door and winch beam, enable the building to communicate its historic function. The only impact to the integrity of the site is a 1980s one story, brick water quality sampling facility located adjacent to the lock.

The two industrial structures at 132 N. Howard Street are locally significant examples of the use of the Romanesque revival style for industrial architecture. Features of this style that are evidenced by the buildings include the emphasis on the horizontal, the heavy, round arched entrances, and the polychromatic wall

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Cascade Locks Historic District  
Akron, Ohio  
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treatment emphasizing heavy light/ dark contrast. Additional stylistic features include battered lower walls of rock faced stone, cavernous door openings, and reddish tinted mortar joints.

The Akron Historic Landmark Survey identifies fourteen industrial buildings. The majority of these are identified as "industrial style" evidencing characteristics such as flat roofs, corbeled brick and pier and spandrel wall treatment. Only the Akron Silver Plate Co. building, SUM-207-13, is identified as Romanesque. Built in 1891, features of this building described on the form include masonry brick construction, a square 4 story tower, lancet windows and 3rd floor round arch windows. The Romanesque style played an important role in the development of industrial architecture. The heavy masonry construction and the improved distribution of weight created by the rounded arch form helped support the large machinery of the late 19th century industrial revolution.

Engineering Significance:

The Cascade Locks are also significant for their association with the early 19th century hydraulic technology used to harness the water power needed to operate this compact series of locks. The continental divide that traverses Akron is located was 966 feet above sea level. The first 38 miles south of Lake Erie to the Akron Summit had a lift in elevation of 395 feet. The steepest difference in elevation was the final ascent to the Portage Summit from the north. Here a staircase of locks was required, seventeen of them in a mile and a half. Although Cleveland to Akron stretch of the canal was over forty miles, Locks 1-21 represented more than half the rise in elevation for this segment.

The Portage Summit, was the first of the two summits along the canals path from Lake Erie to the Ohio River. Locks 10 through 18, still existing, form a nearly continuous chain of locks from downtown to Akron's northern edge. By comparison, the locks surrounding the Licking Summit near Millersport, while covering nearly as much elevation, do so over a much greater distance; the locks are spaced at much greater intervals.



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The Licking Summit is located 178 miles from Cleveland (130 miles from Portsmouth and the Ohio River), about 140 miles southwest of the Portage Summit (roughly following the flow of the Tuscarawas and Muskingum Rivers toward Newark and Millersport). These two summits form the two highest points over the length of the canal. Traveling northward, the canal must ascend 413 feet over the 115 miles separating Portsmouth and Millersport, the location of the Licking Summit. The steepest portion of this ascent, the 28 miles and 200 feet between Lockbourne and Millersport, is overcome by 30 locks. In comparison, from Akron, the canal travels a length of 3 miles and descends approximately 200 feet, using 21 locks. The steep grade and collection of locks used to traverse it are unique on the Ohio & Erie Canal.

For a lift of ten feet, this process would release more than 13,000 cubic feet of water. To provide for the passage of a hundred boats per day (generally considered the maximum a lockmaster could handle), it was calculated that an average flow of 1,500 cubic feet per minute from a source above the lock would have to be maintained. But after taking into account evaporation and leakage, canal engineers figured that at least ten times this amount would be required. (Gieck) The source for all this water was the headwaters of the Tuscarawas River, consisting of an interconnecting small chain of natural lakes that were dammed and enlarged into the Portage Reservoir.

The usual wickets (or butterfly valves) fitted into lock gates were generally not employed for these deep locks, since this convention would have produced a torrent of water through the gate that would have showered the deck of a boat some 10 feet below at the downstream level. Instead, a vertically gated two-foot-square sluiceway above the lock sill admitted water into an internal conduit in the lock wall. This water flowed into the lock chamber through an opening in the wall. These sluice openings are visible today in most of the locks in the Cascade. (Gieck)

**Historic Integrity**

The district maintains its historic integrity by reflecting the various uses of the Cascade Locks area from the early days of the canal, (1825) through the industrial functions of the early 20th century. The end of the period of significance corresponds with the demise of medium-sized rubber manufacturing facilities in Akron and the Cascade Locks area. The American Rubber manufacturing facility, which closed in 1930, was the last industry to use the hydraulic resources of the Cascade Locks area.

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The nominated canal locks represent the most intact collection of the original 21 locks that formed the staircase of locks in Akron. Locks 1-9 ran through what is now largely downtown Akron. Lock 1 is owned by the State of Ohio, Department of Public Works. The ends of this lock are visible, but the center is covered over by a steel shed attached to the Ohio Department of Public Works Office. Lock 2 has been completely rebuilt as part of a city park, and Lock 3 is covered over by the O'Neil's Department Store (NR 1991) garage addition. Locks 4-9 no longer exist.

The nominated district retains the essential physical features that make up its character during the period of significance. For the lock structures, these features include the lock wall height and the channel depth, and the square sluiceway above the lock sill. The setting and location of the locks are intact, enabling them to convey the sense of a staircase of locks. The intact features of the mill race that give it historic integrity include the materials, site, location, and its tendency to still function as a drainage.

One significant alteration to the mill race is the removal of an arched bridge over the Lock 14 wasteway that ran under the North Street bridge. The early 20th century North Street bridge partially relied on the barrel vault of this tunnel for support. When the bridge was replaced in 1990, plans called for the removal of this structure. Members of the Cascade Locks Park Association dismantled the stone tunnel, numbered the stones, and placed them in storage.

The Northern Ohio Railway bridges, and the spur line retain their historic appearance. The Beech Street Steam Plant, the Mustill House, Store, and outbuilding, the Akron Storage and Construction Co. buildings, and the one remaining worker house on Canal Street all retain a high degree of integrity, even though they are in somewhat of a deteriorated condition.

The integrity of the district itself is dependent on its ability to convey the sense of a historically united group of resources. Although many of these structures and buildings are not individually significant, together they form an historic industrial landscape that has emerged from almost one hundred years of changing manufacturing and transportation technology.

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Given the extensive amount of industrial activity that occurred in the area during the period of significance, the historic archeological potential for the area deserves more professional and in-depth consideration, especially the Cascade Mill site, which, according to available Sanborn Fire Insurance Maps, has not been disturbed.

The mill race and the site of the former Cascade mill have the potential to reveal information pertaining to how the mill was powered and how the product was loaded for transport.

The stone culvert tunnel runs a distance of 558 feet. Approximately 100 feet into the tunnel a two foot square opening is located at the base. Behind this, as indicated on an 1890 map, is a rectangular pit, presumably for the overshot water wheel. It is speculated that this opening was originally intended to provide for a tail race. This hole was eventually filled in, leading to speculation that the use of the wasteway tunnel for the tail race did not work, and another tail race tunnel was built. The second tunnel is yet to be located.

The mill was powered by a 37 ton iron mill wheel. A former resident of the area remembers the mill wheel being covered over with dirt in the 1920s. An extensive amount of hydraulic power would have been needed to power the huge wheel. The tremendous amount of water power needed to turn the 37 ton iron wheel could have been provided by channeled water from the circular opening in the hydraulic dam. This iron lined opening could have attached to a tube of like diameter that may have been the entrance to a underground tube which led to the standpipe that fed the Cascade Mill overshot wheel. (Gieck)

Behind Lock 14, near the site of the Cascade Mill, are a series of wood posts, with only the tops are evident. These 12 posts are arranged in a trapezoidal pattern and could indicate the exact location of the holding basins where the canal boats would load grain from the mill.

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Although the level of archeological assessment needed to test these theories and fully evaluate the significance of below grade resources is beyond the scope of this project, such analysis should be performed and the results incorporated into any planning document for the proposed municipal park in this area.

The period of significance of the nominated district extends from the date of construction of the canal in 1827 to 1930, the end of the period in which the canal infrastructure still provided water for industry. Locks 10 through 15, the Mustill House, and the Mustill Store were determined eligible for listing in the National Register in 1981. The Valley Railway Historic District, part of which is included in this nominated district, was entered in the National Register in 1985.

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Cascade Locks Historic District  
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Cascade Locks Historic District  
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Geographical Data

UTM References: (continued)

	Zone	Easting	Northing
E:	17	456460	4548960
F:	17	456300	4549050
G:	17	455950	4549250
H:	17	455800	4549475
I:	17	455680	4549820
J:	17	455670	4550060

Verbal Boundary Description:

Beginning at Point I, located in the southwest corner of the district immediately west of the arch tunnel under Innerbelt 59 on the reference map, the boundary proceeds 225 feet east, above the Ohio Canal and the tunnel along the northern curblines of Innerbelt 59, forming the southernmost edge of the district. The boundary then proceeds 250 feet north, east of the steam plant at 40 Beech Street following the eastern property line. Arriving at Beech Street, proceed 200 feet east along the southern curblines, arriving at North Canal Street. Here, proceed approximately 200 feet north along the western curblines of Canal Street. Turn east at the southern edge of the railroad bridge and follow the tracks 300 feet, along the southern edge of the tracks and the southern edge of the bridge over North Howard Street. At the eastern abutment of this bridge, turn north, and cross the railroad tracks. Proceed westward, along northern edge of railroad bridge and abutments, continuing to the western curblines of Canal Street. At Canal Street, again head north approximately 300 feet to 121 Canal Street. Follow the southern edge of the property line east 75 feet, down the slope to the western curb of Howard Street. Head 350 feet north along the western curb of Howard Street, stopping at the railroad bridge abutments located just north of 132 Howard Street. Here, turn east following the southern edge of the railroad bridge across the street to the eastern edge of the western abutment. Proceed approximately 50 feet north, across the two sets of railroad tracks. Upon reaching the northern edge of the northern most of the two bridges, proceed west across Howard street to arrive at the west curb

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of the street, immediately north of the northern edge of the pier abutment. Proceed north 150 feet along Howard Street to southern property line of 137 North Howard. Follow this property line in a westerly direction for 150 feet, then proceed north along rear of property line for 300 feet to the southern curb of West North Street. Proceed north across North Street, to southern curbline. Proceed east 175 feet, reaching the northwest corner of West North Street and North Howard. This is indicated on the reference map as Point II.

From Point II on the reference map, the district boundary heads north approximately 120 feet along the western curbline of North Howard Street. Turn west here and proceed approximately 175 feet, arriving at the northeast corner of the structure at 31 West North Street. The boundary then heads in a curving northwest direction for about 350 feet, arriving at eastern bank of the Little Cuyahoga River. This location is marked as Point III on the sketch map. From here, the boundary heads southwest 430 feet past Lock 15 of the Ohio Canal and then following the northern property line of the Mustill House and Store property. Upon reaching the western property line of the Mustill property, head southeast for 140 feet, following the property line. Upon reaching the southern property line, head east about 200 feet. Upon reaching the western concrete wall of the canal, head south. Follow the concrete wall along the edge of the canal beneath West North Street. Continue south about 200 feet, following property line which defines the western bank of the canal. Passing Lock 14. continue south, past the electrical conduit. Upon reaching the railroad bridge about thirty feet further, the boundary heads west, up the hill, encompassing the railroad bridge, decking and abutments. Upon reaching the tracks at the western edge of the railroad bridge, cross the tracks and then proceed 50 feet eastward, along the southern edge of the railroad tracks, back toward the canal and Lock 13. Upon arrival at the canal, again head south, again following the property line which lies along the western edge of the canal. Follow this southerly route along the canal past Lock 12. 320 feet further is another railroad bridge. Again, turn west-northwest, and proceed up the hill, following the northern edge of the railroad bridge. At the top, turn south and cross the tracks, then turn east and head back down the hill toward the canal, following the southern edge of the railroad bridge. Approximately 40 feet from the canal, the boundary again heads south, alongside the canal. Passing Lock 11, the boundary distances itself slightly from the canal but returns to the canal's edge about 500 feet later, heading roughly southeast. Continuing south for 120

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Boundary description (continued)

more feet, the boundary reaches the southern terminus of the district. Here, proceed 50 feet east to the point of origin, Point I.

The discontinuous elements of the district are bounded as follows. The Little Cuyahoga River Dam Feeder, UTM "E", is located on the west side of the Little Cuyahoga River (between Locks 15 and 16) and is bounded by the exterior dimensions of the structure. Lock 16, (UTM "F") is bounded by the exterior dimensions of the structure. The boundary for Lock 17, the canal prism and the wasteway structures runs from UTM "G" to UTM "H". This area is 100 feet wide, the width being defined by the western edge of the wasteway structure and the eastern lock wall. The boundary at Lock 18, and the wasteway structure, located approximately 100 feet south of the lock in a berm bank, are defined by the physical extent of the structures and marked by UTM "I". The boundary of the Lock 19 wasteway, UTM "J", is defined by the outer dimensions of the visible remains.

Boundary justification

The boundary includes the only intact set of staircase locks within the city of Akron as well as those structures which have historic association with industrial and transportation related development in the district. The boundary line follows the relevant property lines as recorded in the Summit County tax auditor's office. Discontinuous sections are delineated by the remaining intact canal structures or landforms themselves.



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Cascade Locks Historic District  
Akron, Ohio  
Summit County

Photograph List

Photographer: Jeff Winstel

Date: 6/92

Location of negatives: Cuyahoga Valley National Recreation Area

The above information applies to all photographs unless otherwise stated.

1. Locks 14, 13, and 12, and Valley Railroad bridge, facing south
2. Locks 14 and 13, facing north from inside canal bed
3. Arch culvert under Innerbelt
4. 1930s standing pipe structure
5. Lock 10, facing south
6. Lock 11, facing south
7. Lock 11, date block of renovation, facing west
8. Stone drain for mill race near N.O.T. & L. bridge
9. Mill Race opening near American Tire and Rubber
10. Concrete electrical conduit, facing north
11. Lock 13, facing south
12. Lock 12, facing south
13. Concrete Electrical Conduit, facing south
14. Lock 14, facing north
15. Wasteway remnant at Lock 14
16. North Street bridge, facing south
17. Lock 15, facing south
18. Lock 16, facing north
19. Lock 17, facing north
20. Lock 18, facing north
21. Lock 18, facing south
22. A. C. & Y. line iron trestle bridge over the canal, facing west
23. A. C. & Y. line bridge over Howard Street.
24. A.B.C. rail line 1892 bridge stone piers, facing west
25. Spur line tracks, facing west
26. Spur line bridge over Howard Street, looking south
27. Cuyahoga Valley Line Railroad Bridge, facing south
28. Beech Street Steam Plant, facing north
29. Beech Street Steam Plant, facing south
30. American Rubber Company, facing northeast

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Section number: Photograph list Cascade Locks Historic District Page 37

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Cascade Locks Historic District  
Akron, Ohio  
Summit County

Photographer: Jeff Winstel

Date: 6/92

Location of negatives: Cuyahoga Valley National Recreation Area

The above information applies to all photographs unless otherwise stated.

31. American Rubber Company, factory and warehouse, looking north.
32. Site of Cascade Mill, with utility tower, looking south
33. Swinehart Tire Company, looking northwest
34. Swinehart Tire Company, looking northeast
35. Mustill House, looking southwest
36. Garage structure behind Mustill Store, looking west.
37. Mustill Store, looking northwest
38. Mustill Store privy, looking northwest
39. 121 N. Canal Street, looking east
40. 121 N. Canal Street, looking west
41. 132 N. Howard Street, building 1, looking northwest
42. 132 N. Howard Street, building 2, looking northwest
43. 132 N. Howard Street, building 2, rear elevation, looking northeast
44. Mill race arch culvert, looking north
45. Northern Ohio R.R. bridge over Canal Street, looking north
46. Lock 13 wasteway structure, looking south
47. Beech Street Steam Plant Shed, looking southeast

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Illustration List

1. 1916 Sanborn Map, The American Tire & Rubber Company
2. 1965 Sanborn, The Ace Rubber Company
3. Mustill Store, 1860, 1907
5. 1916 Sanborn Map, The Swinehart Tire and Rubber Company
6. 1940 Sanborn, Rubber Goods Manufacturer, Corner of W. North and N. Howard
7. 1904 Sanborn, The Valley Railroad spur line in district
8. 1837 Map of Akron showing mill race east of canal
9. Cascade Mill, c. 1887
10. Cascade Mill overshot wheel, c. 1910.

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Property Owners

City of Akron  
Planning and Urban Development  
Real Estate  
166 S. High Street  
Akron, Ohio 44308

Wheeling and Lake Erie Railroad  
1907 E. Market Street  
Akron, Ohio 44305

State of Ohio  
Public Works Department  
46 W. Exchange Street  
Akron, Ohio 44302

United States of America  
CVNRA/ NPS  
16510 Vaughn Road  
Brecksville, Ohio 44114

American Storage and Transfer Co.  
100 Beech Street  
Akron, Ohio 44308

Agie Russel  
665 Perkins Park Rd.  
Akron, Ohio 44320

Steven Steller  
1755 Bent Bow Dr.  
Akron, Ohio 44313

Property

Canal Locks, Beech St.  
Steam Plant, Mustill House,  
Store and Privy

Wheeling and Lake Erie Rail-  
road Bridges

Wheeling and Lake Erie Rail-  
road Bridges

Cuyahoga Valley Railroad  
Bridges and right of way

100 Beech Street (American  
Rubber)

121 North Canal Street

132 North Howard

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Property Owners

Property

Ohio Edison  
Division Office  
III Cascade Plaza  
Akron, Ohio 44308

Cement electrical conduits and  
parcel with utility tower

Theodore Diamantis  
813 Elmore Avenue  
Akron, Ohio 44302

Parcel No. 67-23908

Betty Lou Salzwimmer  
Property in Forfeiture  
County Auditor's Office  
has no address

Parcel No. 68-26848

Portage Association Limited partnership  
812 Society Building  
Akron, Ohio 44333

Parcel No. 68-40063  
Parcel No. 68-40055

Dorothy Couch  
1177 Orlando  
Akron, Ohio 44320

Parcel No. 68-46453

Ruth and Frank Salzwimmer  
1850 15th Street  
Akron, Ohio 44314

Parcel No. 68-26850

W.H. Marks  
81 North Portage Path  
Akron, Ohio 44303

Parcel No. 67-11652

Fraternal Order of Police  
217 South High  
Akron, Ohio 44308

Parcel No. 68-43622

Geraldine Egantoff  
846 Springdale Avenue  
Akron, Ohio 44310

Parcel No. 67-30461

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Property Owners (continued)

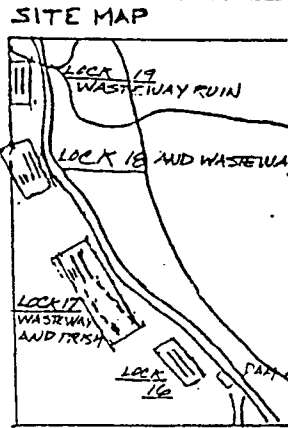
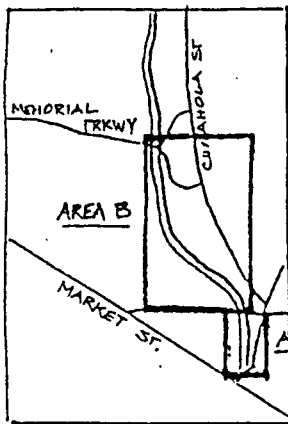
John Kingan  
1736 Melody Ln  
Medina, Ohio 44319

Bruce L. Taylor  
21 West North Street  
Akron, Ohio 44304

Property

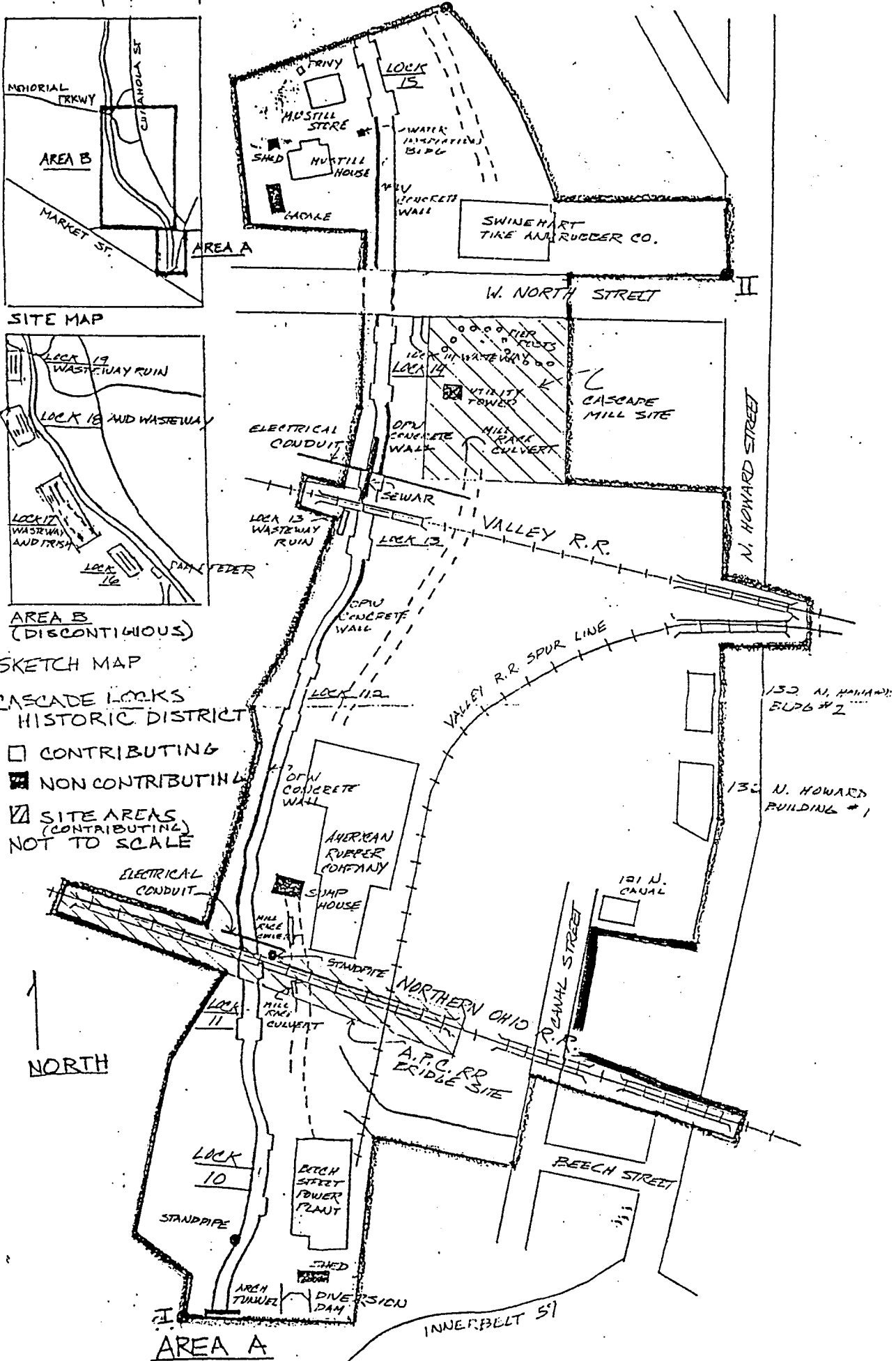
Parcel 68-46493  
(vacant section west of Canal  
Street)

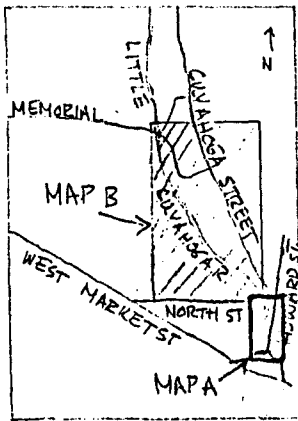
Swinehart Company Factory



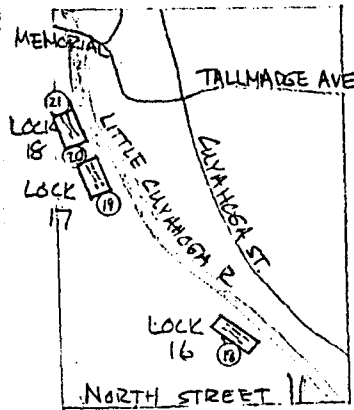
- AREA B (DISCONTINUOUS)**
- CASCADE LOCKS HISTORIC DISTRICT**
- CONTRIBUTING
  - NON CONTRIBUTING
  - SITE AREAS (CONTRIBUTING) NOT TO SCALE

NORTH





MAP B



MAP C

DISTRICT BOUNDARY INCLUDES ONLY LOCKS 16, 17 AND 18 IN THIS AREA

PHOTO MAP  
CASCADE LOCKS HISTORIC DISTRICT

AKRON, OHIO  
SUMMIT COUNTY

- CONTRIBUTING
- NON-CONTRIBUTING

KEY

MAP A - CASCADE LOCKS AREA

MAP B - LOCATION OF LOCKS 16, 17, 18

MAP C - OVERALL AREA

MAP A

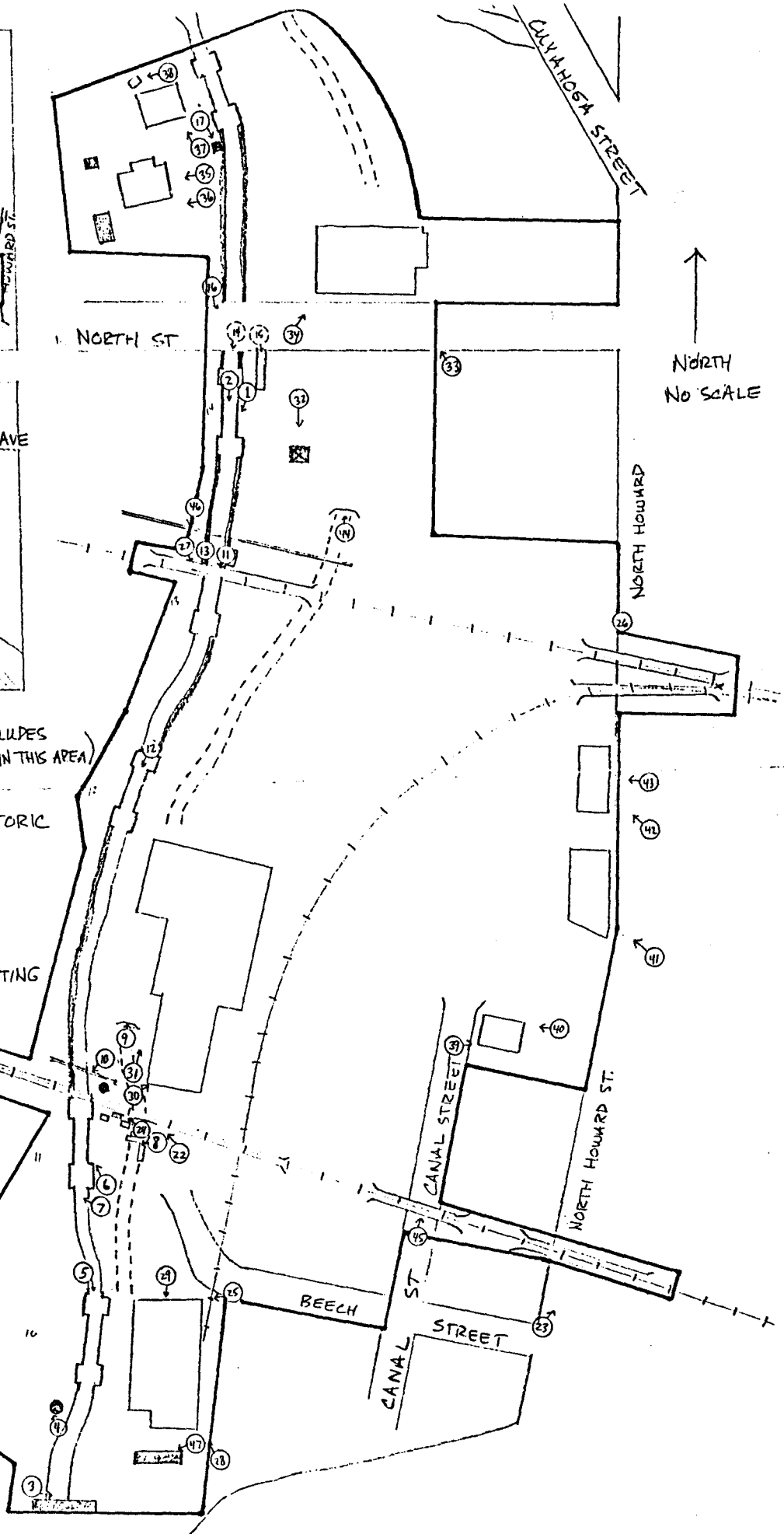
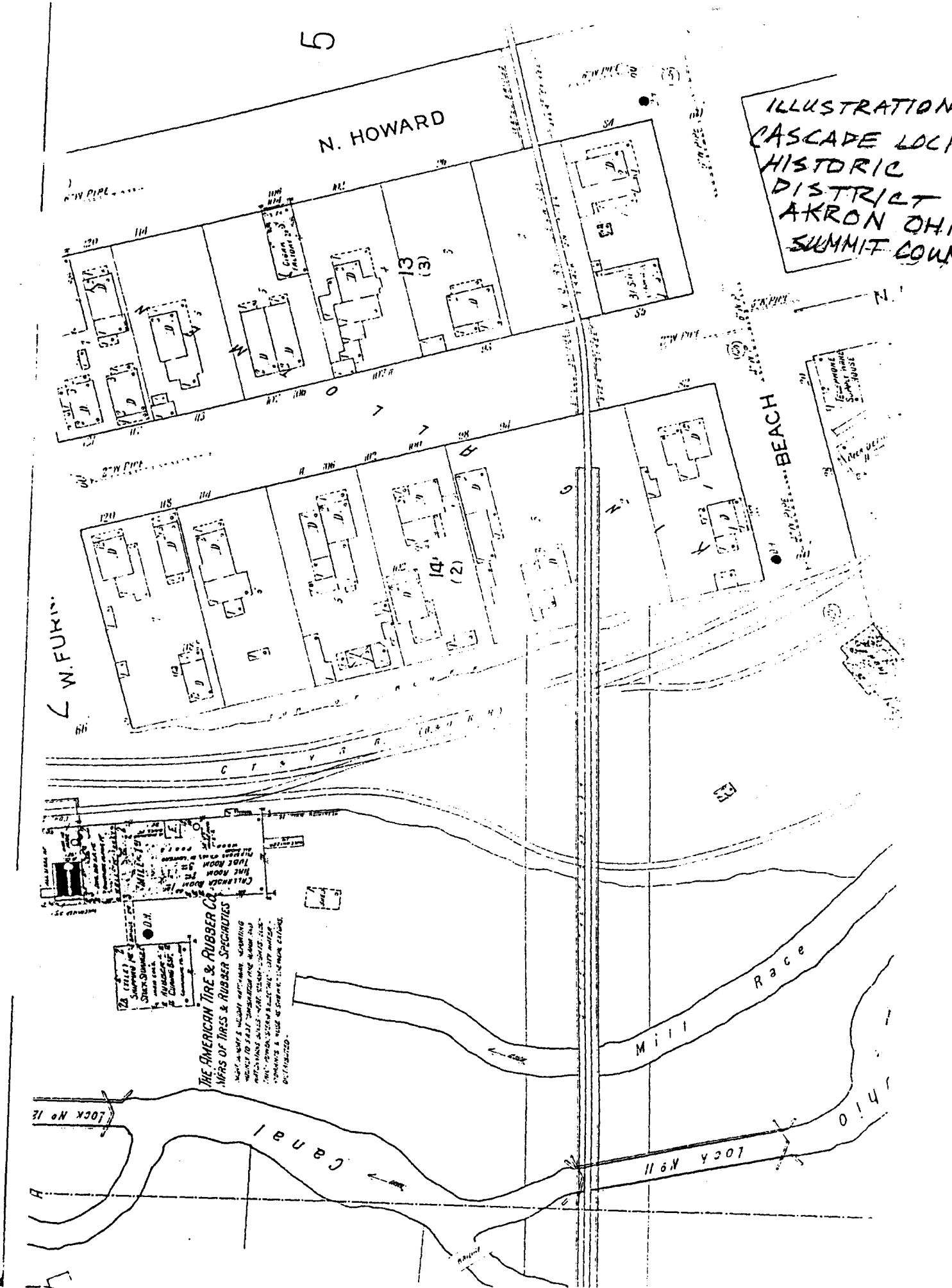




ILLUSTRATION 1  
CASCADE LOCKS  
HISTORIC  
DISTRICT  
AKRON OHIO  
SUMMIT COUNTY



W. FURKIN

N. HOWARD

BEACH

**THE AMERICAN TIRE & RUBBER CO.**  
MILLS OF TIRES & RUBBER SPECITIES

MAKES A WIDE VARIETY OF SPECIALty RUBBER GOODS  
MATCHING RUBBER GOODS - ALL SIZES AND QUANTITIES  
SPECIALTY RUBBER GOODS - ALL SIZES AND QUANTITIES  
SPECIALTY RUBBER GOODS - ALL SIZES AND QUANTITIES

WATER MAIN  
GAS MAIN  
ELECTRIC MAIN  
TELEPHONE MAIN  
CITY WATER MAIN  
CITY GAS MAIN  
CITY ELECTRIC MAIN  
CITY TELEPHONE MAIN

Lock No 12

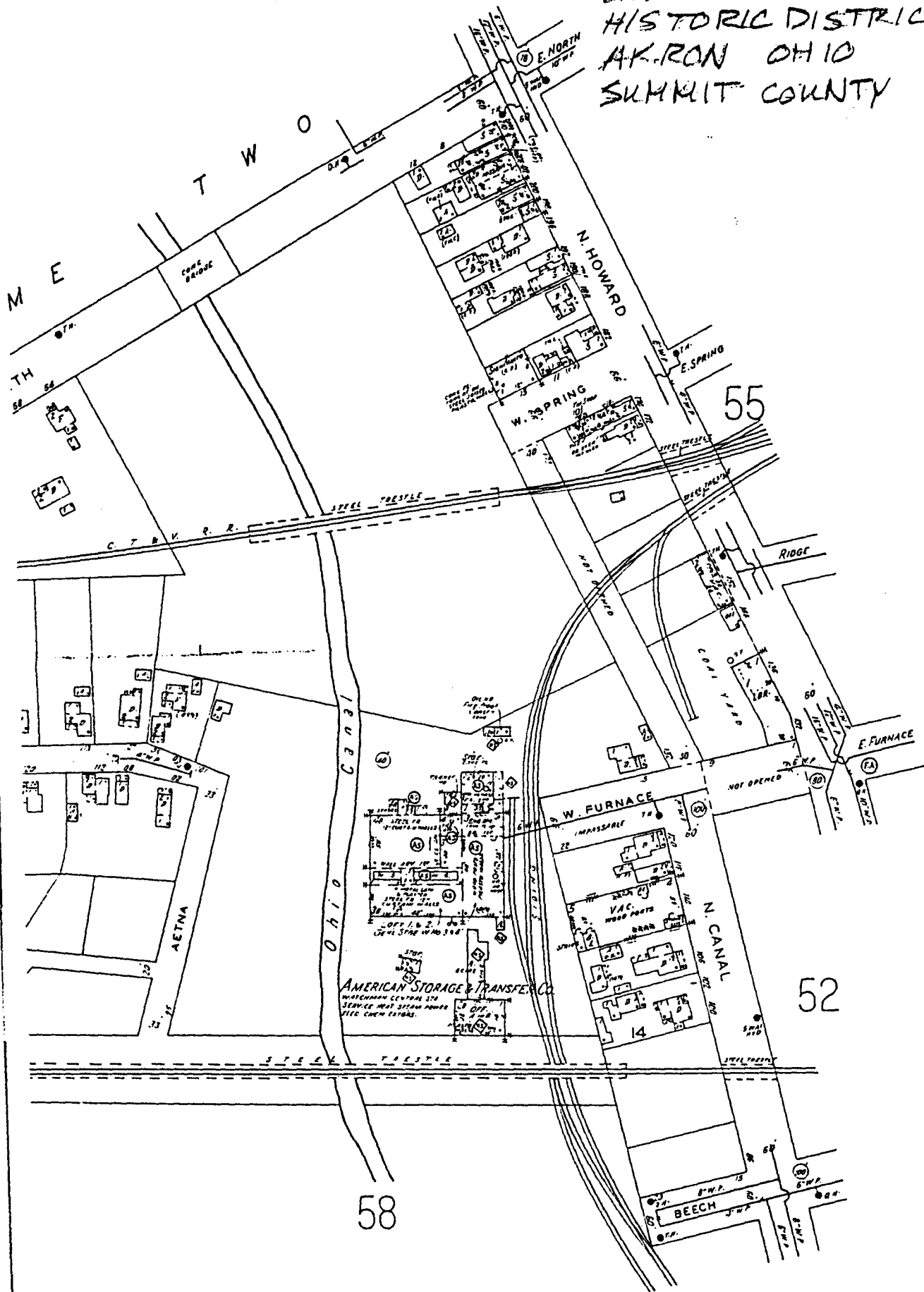
Lock No 11

Canal

Mill

Race

CASCADE LOCKS  
HISTORIC DISTRICT-  
AKRON OHIO  
SUMMIT COUNTY



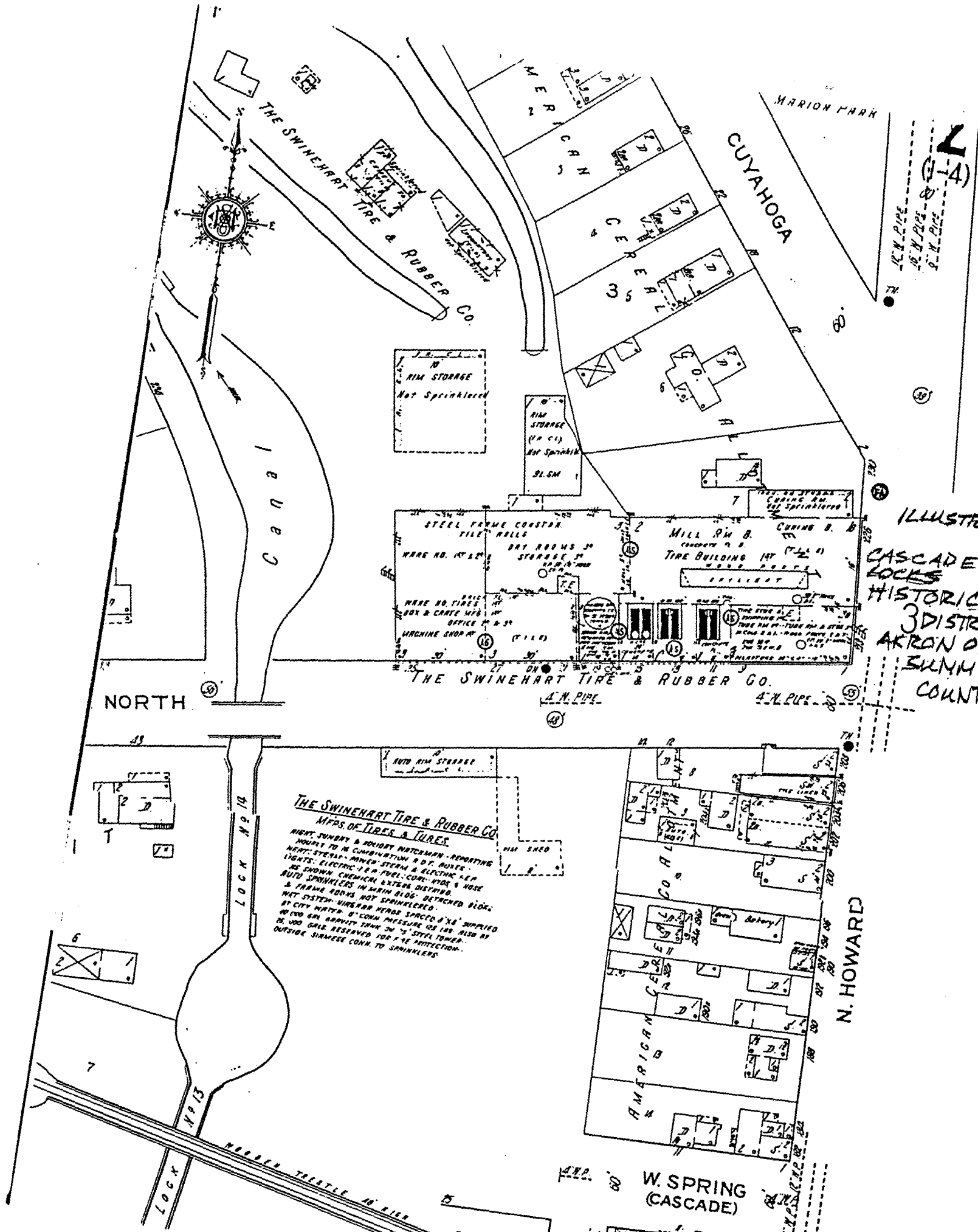


ILLUSTRATION 4  
 CASCADE LOCKS  
 HISTORIC  
 3D DISTRICT  
 AKRON OHIO  
 SUMMIT COUNTY

**THE SWINEHART TIRE & RUBBER CO.**  
**WIPES OF TIRES & TUBES**  
 NIGHT SUNDARY & POLIORY MATCHMAN - REMOVING  
 MOUNTS TO IN COMBINATION R.D.C. RULES  
 WENT: STEEL - POWER STEAM & ELECTRIC P.E.P.  
 NO. SHOWN CHEMICAL EXTENS. DISYND. & HOSE  
 & FRAME ROOMS WET SPRINKLERED  
 WET SYSTEM - WIRE AND HEADS SPACED 8' X 8' SUPPLIED  
 BY CITY WATER. 4" CORR. PRESSURE 125 LBS. ALSO BY  
 24,000 G.P.A. GRAVITY TANK ON 3" STEEL TOWER.  
 OUTSIDE SWINESE CORR. TO SPRINKLERS

W. SPRING  
 (CASCADE)

N. HOWARD

CASCADE LOCKS  
HISTORIC DISTRICT  
AKRON, OHIO  
SUMMIT COUNTY

221

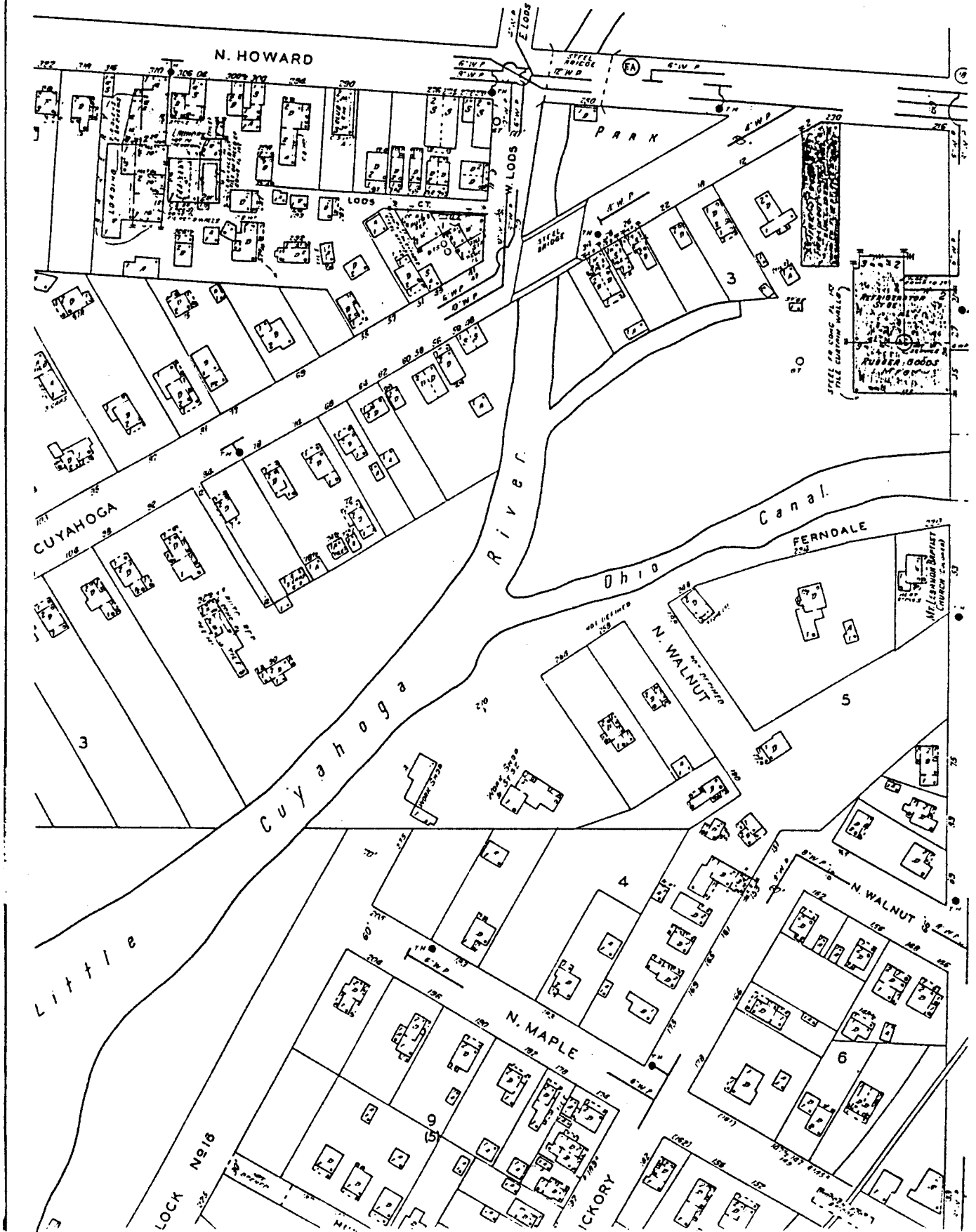
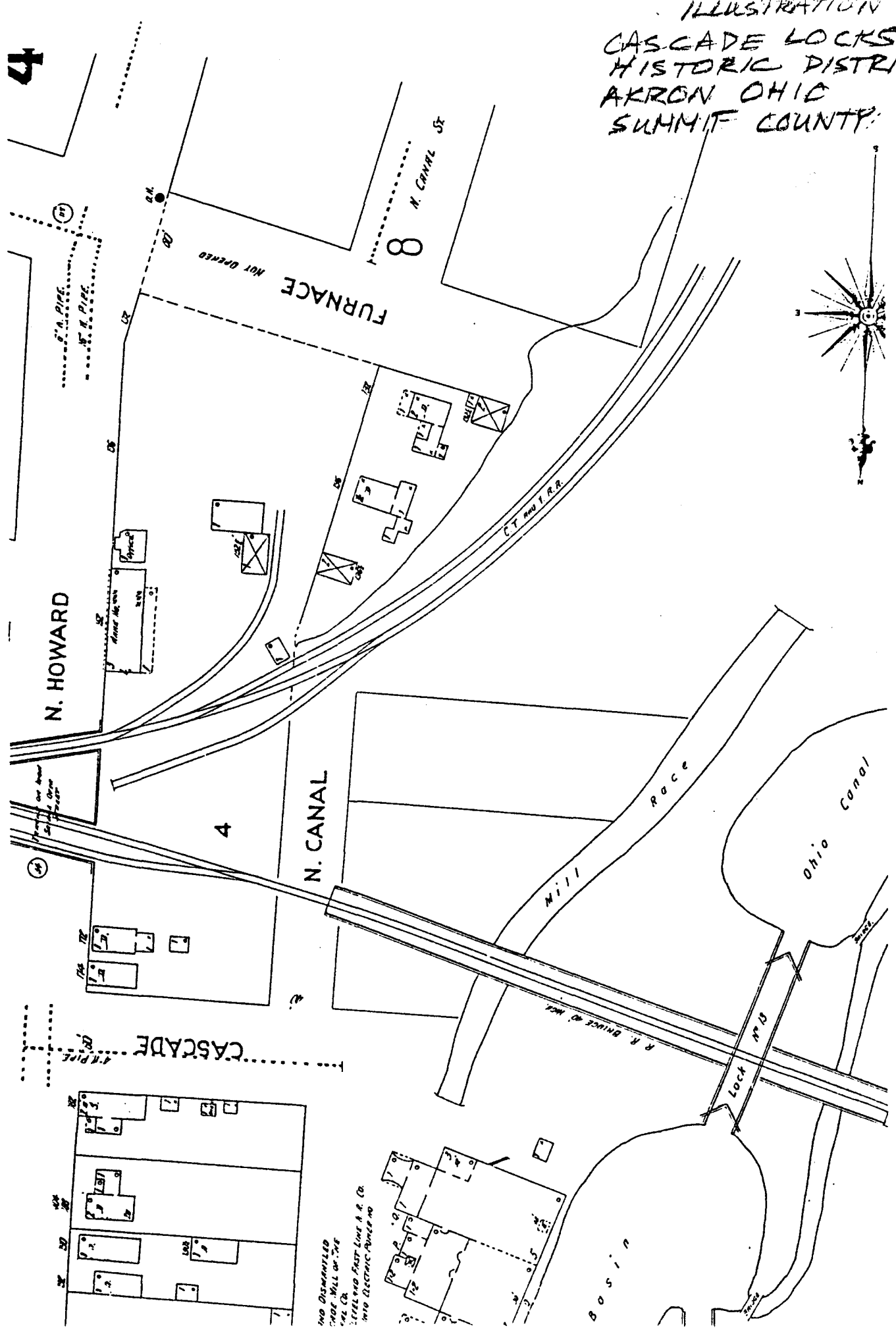


ILLUSTRATION 6  
 CASCADE LOCKS  
 HISTORIC DISTRICT  
 AKRON OHIO  
 SUMMIT COUNTY

4



AND DISMANTLED  
 THESE MILL ON THE  
 ...  
 ...  
 INTO ELECTRIC POWER AND

AKRON WEST QUADRANGLE  
OHIO-SUMMIT CO.  
7.5 MINUTE SERIES (TOPOGRAPHIC)

4766 III NW  
(HUDSON)



81°30'  
41°07'30"  
530 000  
FEET  
STOW 5 MI.  
0.8 MI. TO OHIO 5

CASCADE LOCKS  
AKRON, OHIO  
SUMMIT COUNTY

- A: 17-456500-4548870
- B: 17-456605-4548800
- C: 17-456600-4548330
- D: 17-456420-4548310
- E: 17-456460-4548960
- F: 17-456300-4549050
- G: 17-455950-4549250
- H: 17-455800-4549475
- I: 17-455680-4549820
- J: 17-455670-4550060

## Ohio Historic Preservation Office

Ohio Historical Center  
1982 Velma Avenue  
Columbus, Ohio 43211-2497  
614/297-2470  
Fax:297-2411



OHIO  
HISTORICAL  
SOCIETY  
SINCE 1885

January 6, 1993

City of Akron  
Planning and Urban Development Dept.  
Real Estate Division  
166 S. High Street  
Akron, OH 44308

Dear Madam/Sir:

Re: Cascade Locks Historic District, Bounded by Interbelt Rt. 53,  
N. Howard St., W. North St., & the dimensions of Locks 16, 17  
& 18, Canal Locks, Beech St. Power Plant, Mustill House, Store  
and Privy, Akron, Summit County, Ohio

This is to inform you that the above has been entered into the National Register of Historic Places by the National Park Service, Department of the Interior (NR listed 12/10/92).

The nomination was made in connection with a state plan to identify and document prehistoric and historic places in Ohio which qualify for National Register status under provisions of the National Historic Preservation Act of 1966 as amended. All nominations are approved by the Ohio Historic Site Preservation Advisory Board.

Enclosed is information about the programs and services offered by the Ohio Historic Preservation Office.

Sincerely,

  
W. Ray Luce  
State Historic Preservation Officer

WRL/JER:tls

Enclosure

xc: Jeff Brown, Regional Coordinator, OHPO  
AMATS  
Mayor of Akron, Donald L. Plusquellic  
Jeff Winstell, CVNRA-NPS  
State Senator Roy L. Ray  
State Representative Wayne M. Jones, Cuyahoga Falls  
State Representative Vernon L. Sykes, Akron  
State Representative Thomas W. Watkins, Stow

# Ohio Historic Preservation Office

## National Register of Historic Places File Checklist

The following materials are contained in this file of the National Register form for:

Name: Cascade Locks Historic District

County: Summit

Original National Register of Historic Places nomination form

Multiple Property Nomination form

Photograph(s)

Photograph(s) (copies)

USGS map(s)

USGS map(s) (copies)

Sketch map(s)/figure(s)/exhibit(s)

Correspondence

Other news clips, survey report; 1992

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